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THE
HONGKONG
TELEGRAPH
ESTABLISHED 1821

THE FUTURE OF THE MIDDLE EAST.

COMPREHENSIVE SURVEY BY MR. CHURCHILL.

Military Arrangements Respecting Mesopotamia.

(Reuter's Service.) London, June 14.

In the House of Commons, Mr. Churchill, introducing a Supplementary Estimate of £27,197,000 for the Middle East Department of the Colonial Office, said that the conference he held at Cairo with experts from Mesopotamia and from Palestine decided upon the immediate reduction of the troops in Mesopotamia from 33 to 23 battalions. The scale of the prospective reduction after October would be to a twelve-battalion scale. This resulted in a saving of £4,879,000 in the Army Estimates. The total expenses for both countries in the present year were 27½ millions. If the arrangements the Government were now making were successful, he anticipated that expenses next year would not exceed nine to ten millions. Mr. Churchill announced the Government's intention to replace the existing provisional native government of Mesopotamia with an Assembly and an Arab ruler.

The Government had decided to attempt to build up around Bagdad an Arab State which would revive the old glory and culture of the Arab races and confer recognition of the services of King Hussein and the Emir Feisal in war time. It had informed the Emir Feisal that no obstacle would be placed upon his candidature, consequently Feisal had already left Mecca for Bagdad. If he were elected, he would receive the countenance and support of Great Britain.

The cost of the Arab army would be defrayed out of Mesopotamian revenue, and behind levies of Kurdish and Assyrian refugees which were now taking over the outlying stations from the British, there would stand at the end of the year twelve British battalions, in addition to the Air Force, which would be increased to eight squadrons next year.

The problem of Palestine was at present, acuter than that of Mesopotamia, though much smaller in a military sense. The only cause of unrest arose out of the Zionist movement and British pledges concerning this. It was impossible to hold out hope of reducing the present garrison of five thousand, which might require slight reinforcement. Seven thousand Jews entered Palestine this year under the Zionist scheme. This immigration excited and alarmed the Arab population, who feared they would be swamped by immigrants from Europe. These were illusions. No Jews would be brought from Europe beyond those which the country's resources could provide for.

After paying a tribute to the value of the work of the Jewish colonies, Mr. Churchill said there was no reason why there should not be a steady flow of Jewish immigration. Referring to the prevalent disorder across the Jordan and raids into French territory therefrom, Mr. Churchill said that restoration of order had been entrusted to the Emir Feisal's brother, the Emir Abdulla, who had undertaken to prevent hostile action against the French. Mr. Churchill concluded by declaring that our general policy of co-operation with the Shereefian family in nowise opposed the interests of France; on the contrary, it was the surest method of securing France from disturbance in Syria by Arab influence.

Finally, Mr. Churchill emphasised the necessity of England and France pursuing a policy of appeasement and friendship towards the Arabs and Turks if they wished to maintain their position and discharge their responsibilities in the Middle East.

The Supplementary Estimate was agreed to. A motion by Mr. Esmond Harmsworth for a reduction by a million sterling was withdrawn without debate.

THE JAPANESE IN SIBERIA.

Questions in the Commons.

London, June 14. In the House of Commons, Mr. M. Lunn asked whether the Government had made representations to induce Japan to refrain from the invasion of Siberia. Mr. Harmsworth replied in the negative, as the Japanese had no intention of invading Siberia.

Commander Kenworthy asked what Japanese troops were doing at Vladivostok. Mr. Harmsworth replied that (the presence of Japanese troops) did not amount to the invasion of Siberia.

REDUCTION OF ARMAMENTS.

Japanese Ambassador Says his Country Would Welcome American Overtures.

London, June 14. Replying to a question at a lecture on Japan at the National Liberal Club, Baron Hayashi, the Japanese Ambassador, said that undoubtedly Japan's reply to any proposal from the American President for a conference on reduction of armaments would be favourable.

RIOT IN BELFAST.

Sinn Fein "Gunmen" Snipe at Dockyard Workers.

London, June 14. Rioting in Belfast to-day was provoked by an attack on the part of Sinn Fein "gunmen," posted on roofs, on workers crowding the tramcars en route to the dockyard. A conflict ensued. Traffic was suspended. The police, reinforced, dispersed the snipers by firing volleys.

EXCHEQUER RETURNS.

Heavy Fall in Revenue.

London, June 14. The exchequer returns from April 1 to June 11 show: receipts, £167,500,000; expenditure £238,250,000, compared with £272,500,000 and £252,000,000 respectively for the corresponding period of last year.

THE IMPERIAL CONFERENCE.

Arrival of Canadian Premier.

London, June 14. The Canadian Premier, Mr. Meighen, has arrived to attend the Imperial Cabinet. Mr. Churchill has accepted the chairmanship of the Imperial Communications Committee.

DEMPESEY v CARPENTIER.

Betting Still Light.

New York, June 14. The odds on Dempsey for the fight with Carpentier vary from 5-2 to 5-1, though in some cases they are as high as 7-2, but little money is available.

THE TEST MATCHES.

Australia Wins Again.

(Reuter's Service.)

London, June 14. At Lords, in cloudy weather before five thousand people, England was dismissed for 283 on a perfect wicket. Tennyson carried his bat for 74—a brilliant effort, including ten fours, his innings occupying a hundred minutes. He was, however, missed by the wicketkeeper when nine. The Australians scored 131 for 2 wickets, Bardsley making 63 not out by confident cricket, marked by fine cutting. Andrews scored 49.

The Australians thus won by eight wickets.

County Cricket.

London, June 14. Surrey beat Warwick by five wickets. Yorkshire beat Leicester by an innings and 242 runs. Somerset beat Derby by 65 runs. Kent beat Sussex by 114 runs. Nottingham beat Lancashire by 117 runs. Essex v Northants a draw.

POSSIBLE EFFECT UPON BRITAIN OF GERMANY'S RECOVERY.

Speech by Former Chancellor of the Exchequer.

London, June 15. That Germany may gravely impair Britain's international trade if the former is able to meet her obligation, was the conclusion expressed by Mr. Reginald McKenna, addressing the Institute of Chartered Accountants on the subject of "International Debt." While the Germany of 1914 was a creditor nation to the extent of a £1,000,000,000, she is now required to pay £6,750,000,000 by instalments of up to £400,000,000. The export duty of 26 per cent. will constitute a bonus or preference in favour of Germany's invisible exports, which will be further cheapened by low wages. If Germany is able to meet the next two years' liabilities, she will thereafter be able to meet the Allies' demands, and British trade will be mainly affected by a highly-developed manufacturing and commercial power.

Mr. McKenna thought this was a method of making Germany contribute to the Allies' prosperity by sending the Allies raw materials, which would necessitate the withdrawal of capital from manufacture. [Mr. McKenna was Chancellor of the Exchequer in Mr. Asquith's first Administration. He is now Chairman of the London, City and Midland Bank, which apart from the Bank of England, has the largest aggregate of deposits of any bank in the United Kingdom.]

REMARKABLE AIRSHIP EXPERIMENT.

Pressmen Wire to Their Papers.

London, June 14. A party of Pressmen and Scotland Yard men climbed the 120ft. mooring-mast at Fulham this morning and embarked on the giant commercial airship R 35. Altogether there were sixty aboard, including the crew of 21. In addition to controlling the road traffic to Ascot, the purpose of the experiment was to illustrate the facilities available to passengers on an airship. A summary of the day's news was wireless to the Editor of the *Airship Pilot*, published aboard; while the pressmen communicated by wireless with their newspapers, and also "parachuted" their "copy" at Croydon.

DISPUTE IN ENGINEERING TRADES.

Over Million and a Half Affected by Wage-Reduction.

London, June 14. On the eve of the hoped-for settlement of the coal stoppage, another great industrial dispute seems about to break out. Negotiations between the Engineering Employers' Federation and Trade Union representatives in regard to the proposed wage-reduction have broken down, and a national stoppage is threatened on Thursday, when the employers' notices of the reduction of wages will operate. Over a million and a half men are affected.

THE JAPANESE CROWN PRINCE'S TOUR.

Entertained by the Franco-Japanese Society.

Paris, June 9 (delayed.) At the reception arranged by the Franco-Japanese Society in honour of the Japanese Crown Prince, Prince Kanin, a former pupil of the French Military School, in reply to the president's address, recalled the fact that he spent ten happy years in France. Prince Kanin eulogized the good work of the Society and said it would make still more intimate the bonds between France and Japan.—Havas.

UPPER SILESIA.

Friendly Interchange of British and French Views.

Paris, June 9 (delayed.) The exchange of views regarding Upper Silesia is still proceeding between the French and British Governments in a spirit of perfect confidence and mutual goodwill.—Havas.

FRENCH MINISTER TO CHINA.

Confirmation of M. Fleuriau's Appointment.

Paris, June 14. M. Fleuriau, ex-Counsellor at the Embassy in London, has been appointed Minister to Peking.

AFGHAN MISSION IN FRANCE.

Paris, June 9 (delayed.) An Afghan mission and the Emir Nizam has arrived here to study French institutions.—Havas.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE RUBBER INDUSTRY.

Singapore, June 15. The Straits Settlements Association has decided, by the Chairman's casting vote, not to call a public meeting calling for Government intervention in the rubber situation.

SIAMESE ARMY COMMANDER ASSASSINATED.

Singapore, June 14. The Commander of the Fifth Division, Siamese Army, has been assassinated at Bangkok by a former Paymaster, whom the guard killed, while endeavouring to escape.

DR. LIM BOON KENG.

Singapore, June 15. Dr. Lim Boon Keng is leaving by the Van Cloon to take up the Presidency of Amoy University.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

OBITUARY.

Shanghai, June 14. The death is announced of Doctor John R. Hykes, a pioneer American Missionary.

EARLIER TELEGRAMS.

COMMERCIAL FLYING.

London, June 14. A White Paper, dealing with the Air Ministry's report on civil aviation, says that commercial flying in Britain was at its lowest ebb during the six months prior to March, 1921, but had substantially improved since subsidies had been introduced. The development of Imperial air routes was progressing, a site being purchased for an aerodrome at Malta. Arrangements were being made with the Sudan Government for the upkeep of the aerodromes on the Cape-Cairo route. A main trunk route will be prepared in India between Rangoon and Bombay via Calcutta and Allahabad.

TROPICAL DISEASES.

London, June 14. Mr. Vincent, a Director, and two members of the Rockefeller Foundation are now in London conferring with representatives of the Colonial Office on the subject of tropical diseases. It is hoped that the Foundation will assist in further research work by means of grants. Mr. Churchill presided at a Government dinner at the Carlton Hotel in honour of the visitors.

MORE RIOTING IN BELFAST.

London, June 14. The riot was renewed in the crowded streets of Belfast to-day. Troops were compelled to disperse the rival mobs by firing volleys.

TO-DAY'S CHINESE TELEGRAMS.

Peking, June 15. The Japanese have demanded the payment of the \$100,000,000 loan, and the Government has decided to convert this loan into a loan from the Bank Group. Whether this can be done is doubtful. The Tuchen of Hur Lung Kiang has made a strong protest against the Fifth Clause of the Japanese evacuation agreement, saying that the Japanese have sought to retain the shipping rights on the Hur Lung Kiang river.

LAICHIKOK RECLAMATION.

Socony's Big Oil Storage Scheme.

An extension of their installation at Laichikok involving the reclamation of 1,622,400 square feet of land from the harbour has been undertaken by the Standard Oil Company of New York. Of this area, about 619,000 square feet has been reclaimed and plans are being put through for the construction of four large tanks of a capacity of 3,000,000 gallons each, as the first stage in the scheme.

The present installation at Laichikok comprises fourteen tanks, with a capacity of 1,800,000 gallons or 9,000,000 gallons in the aggregate. For the most part, these contain refined oil, and it has become necessary to add to the fuel oil storage by the construction of four tanks of a much larger size than those in existence.

A concession has been obtained from the Government for the reclamation of a large extent of the foreshore, and, according to the sketches now in course of preparation, it is proposed to give a sea frontage of 1,850 feet to the reclaimed area and to construct a first class pier on the local foreshore, which will be of the size of the pier of the

ST. STEPHEN'S COLLEGE.

Gift of a Scholarship.

At the recent meeting of St. Stephen's College Council it was announced that Mr. Mok Kong Sang had offered through the Hon. Mr. Chan Siu Ki, a member of the Council, to present to the College the sum of \$2,000, to establish a scholarship at St. Stephen's College to be used in reduction of school fees for students of narrow means preparing for entrance to the University of Hongkong.

The College Council accepted the generous gift, and directed that the Scholarship should be called after the name of the donor, "The Mok Kong Sang Scholarship."

This gift is but one among several liberal donations which have recently been given by Mr. Mok in aid of education in the Colony.



EMIR FEISAL

who has been nominated by Great Britain to be Ruler of an Arab State in Mesopotamia.

HOTEL MANSIONS SOLD.

Nearly One and a half Million Dollars.

We have been informed to-day by Mr. C. Montague Ede, the General Manager of the Union Insurance Society of Canton, that the purchase of the Hotel Mansions from the Hongkong Hotel Company has now been definitely agreed upon, and that the agreement of sale will be signed to-day.

The purchase price will be \$1,300,000, and the transaction is, therefore, one of the largest ever known in the history of property dealing in the Colony.

Mr. Ede further mentioned that the Union Insurance Society will not be able to take possession until some time next year, and that many of the present tenants (who occupy their offices on leases) will remain, even when the Society moves in.

BIG SALES OF PROPERTY AT YAU MATI.

We learn that the Humphreys' Estate Company has recently been disposing of much of its property in the Yau mati district and that during the past few days further sales have been put through. It is said that recent sales by the Company in that district aggregate over three-and-a-half lakhs of dollars.

News in Today's New Advertisements.

Mackintosh is selling Palm Beach Suits at a reduced figure.—Page 4.

Andersons have just received a new Stock of Grafonolas.—Page 7.

"The Merry Widow" will be the first operette staged by the Russian Light Opera Coy. They open on June 23.—Page 4.

A motor cycle and side car is advertised for sale on Page 4.

The Coronet and Kowloon Theatres have switched programmes for to-night.—Page 12.

The Head Office of the I.C.J.L. has been transferred to Batavia and Mr. C. F. J. Quarles van Ufford has been appointed Manager of the Hongkong Office.—Page 4.

Florence Reed in "The Dancin' Girl" is being shown at the Hongkong Theatre during the week.—Page 12.

The Hongkong Hotel Coy's new building at Kowloon will be known as the "Peninsula Hotel".—Page 12.

The Anchises will sail for Home on June 22.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 6½d.

The Weather.

2 p.m. Barometer:—29.82. Temperature:—81. Humidity:—76.

Lighting-Up Time.

Lighting up time:—23.45. Time for closing:—23.45.

NOTICE.

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Special Dining Room for dinner
parties, accommodating 40 per-
sons, with Drawing Room at
tached.



CARPENTIER'S TRAINING QUARTERS AT LONG ISLAND, U.S.A.

These outbuildings on the 48-acre Matthews estate, Long, will be converted into gymnasiums for Georges Carpentier. Carpentier's United States representative, Jack Curley, has leased the entire 4½ acres for the training period. The site is surrounded by beautiful estates owned by New York millionaires.

THE BIG BOXING BATTLE.

Dempsey and Carpentier Preparing for July 2.

The Dempsey-Carpentier fight, now fixed for July 2 at Jersey City, will be a rare battle, is the opinion of Johnny Kilbane, the feather-weight champion, who is by way of being a connoisseur in all matters pertaining to the ring.

The rivals, says the feather-weight champion, are respectively the ruggedest and the cleverest in the world. This will make it a bout the like of which has never before been seen in a championship go.

It'll be weight and strength against brains and speed, with science in the discard.

The fight won't be as picturesque as the heavy battles of the past. I don't mean by that it won't be an interesting fight to the followers of the game, says Johnny, who proceeds to discuss the prospects in these terms:

The contest will be packed with punches! To me it will be of more interest than any heavy-weight belt battle of recent years.

ALWAYS SET.

Every American heavy who has gained the title since the days of John L. Sullivan has "fought according to Hoyle." By that I mean that his offensive tactics were those that other boxers used.

Every variety of wallop that the heavyweight sent over was from a certain position. To get set for a wallop he had to jockey himself into position.

His opponent could guess, to a large degree, what was coming in time to cover. Surprise didn't figure very strongly. Rather it was necessary to first weaken and break down the opponent's defense before the knock out blow could be shipped over.

Corbett, Bob Fitzsimmons and the others who in turn won the heavy-weight title were all this type of fighter, who stood in position and swapped blow for blow.

JACK DIFFERENT.

Then came Jack Dempsey, with ring tactics all his own. Awkward and unsentimental, but with a world of power and stamina, Dempsey was interested only in getting close enough to an opponent to administer the blow that would chalk up another K. O.

Ring strategy went by the boards. Dempsey paid no attention to precedent. He started his punches from any and all positions, shooting them over in this way at times when his opponent least expected them. He packs a knockout in either fist and shifts at will to meet an attack.

DEMPEY'S DANGEROUS STYLE.

Couple Dempsey's two handed fighting style with his opponent's inability to detect his intentions and you've got a mighty dangerous combination. For a shift from left to right hand gives Dempsey a big advantage. Few of the classy fighters can fight other than with their left hand. A right-handed fighter is awkward for them to handle—and to hit. And Dempsey's ability to make the shift at will gives him this advantage at any time during a fight that he cares to take it.

"Knock out" Brown was a right-handed fighter, as his string of "K.O.s" testifies.

George Chaney, whom I fought at Cedar Point, and "K.O. Max," whom I met at Cincinnati, says Kilbane, were the same kind of boxers—the most dangerous kind of opponents because, owing to their apparently awkward style, they were likely at any second

to get across a blow that would wind up a fight in a hurry.

The value of Dempsey's surprise style of fighting is shown by the fact that even before he put Willard away at Toledo he had knocked out 20 men in the first round and had a dozen other knockouts to his credit.

Willard, on paper, should have won the Toledo affair. But he was puzzled by Dempsey's style, just as every other boxer is puzzled in trying to dope the man who doesn't stick to the usual methods.

Thus Dempsey won his title by freak fighting.

CARPENTIER LIKE A CAT.

Carpentier has risen to the championship of France by freak fighting of an altogether different nature. Trained in the European school of open fighting—infigting is practically unknown in Europe, says Kilbane—Georges has developed such agility in rushing, hitting and getting away that in the ring he

reminds the spectator of nothing so much as a cat.

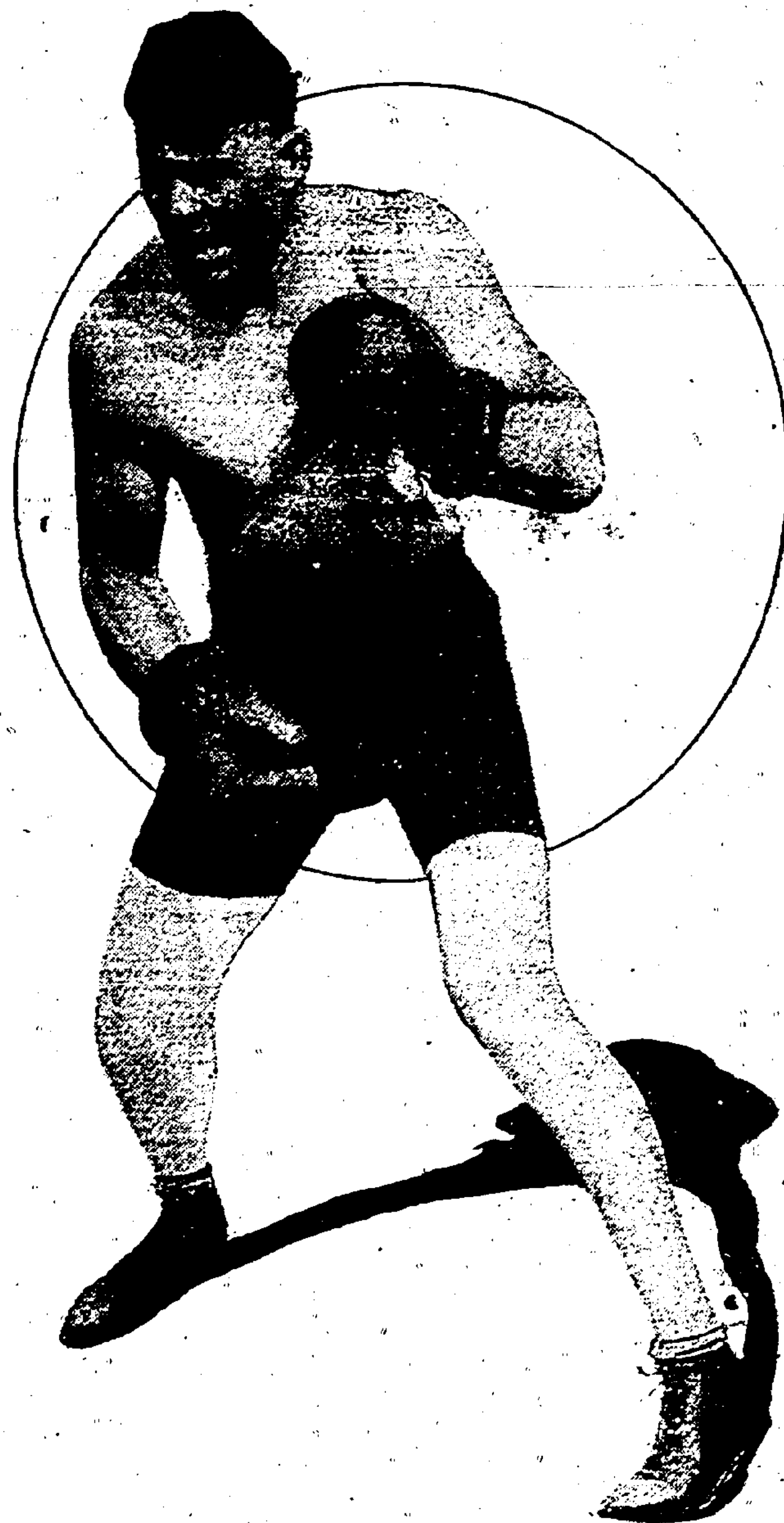
Into his opponent one second he is crunched on the floor like a shadow the next while an adversary's swing goes harmlessly over him. Points—pile up the points—that has been the Frenchman's method always.

THE FRENCHMAN'S CHANCE.

Carpentier's chance in this fight will lie in using his flashy speed to rain blows in so fast on Dempsey that Jack won't have a chance to get set or to get his wallopers into action. Dempsey's job will be to get the Frenchman into a corner and then make him miss a punch.

The Jersey battle will be more than a fight for the heavy-weight championship.

It will be a bout to determine which is the better style of fighting—that which made Carpentier champion of France or the that which gave Dempsey the world title.

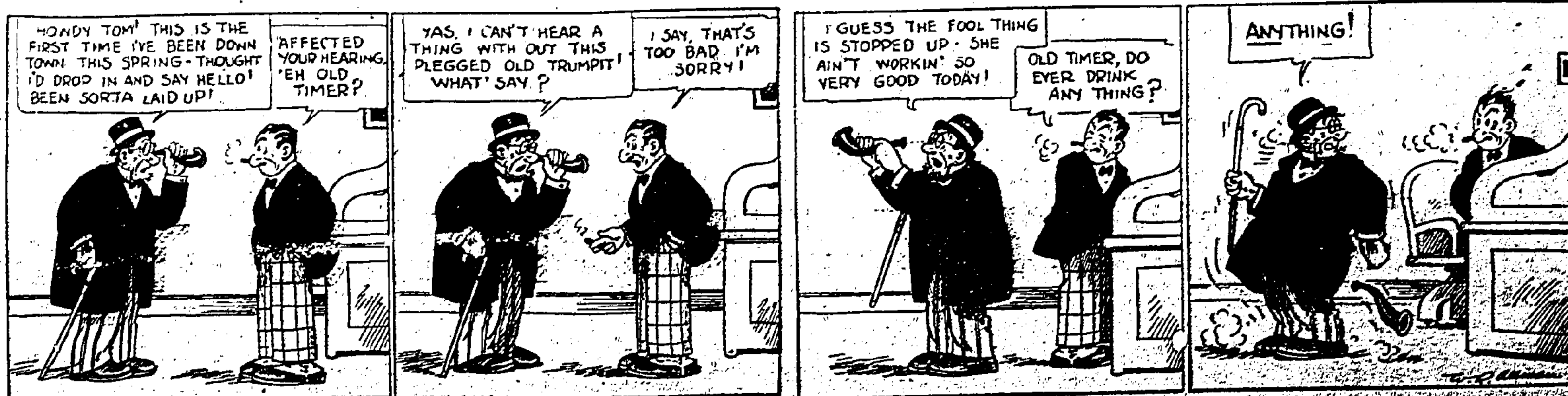


JACK DEMPEY.

DOINGS OF THE DUFFS

There Are Times When a Trumpet Is Not Necessary

BY ALLMAN



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THE NEW TERRITORIES.

The Annual Report.
The report on the New Territories for the year 1920 is to hand. It gives much detail of the labours of the Government officials, with some interesting sidelights on peasant life. We take the following extracts:

Northern District.
Mr. D. W. Trautman reports: As in the previous year money-lending associations or "Wui's" formed by far the greater proportion of the Small Debts Court work. The worst offenders were the people of Shun Wan and the neighbouring villages round Plover Cove, where liabilities in one "wui" appear to have been met by the most reckless bidding in others and even by the formation of new "wui's" of a correspondingly increased fragility. Under such circumstances neither the promoters nor the members of the associations are at any pains to ascertain each other's financial status, all concerned being satisfied with the prospect of some ready money with which they may tide over their more pressing liabilities. This type of case is particularly vexatious on account of the strain which it imposes on the European Police who serve the Court as bailiffs. The assistance of the Court is rarely sought until the defaulters are both large and wilful and once the Court has set its hand to a "wui" it is expected to bring the defaulters to book at each successive drawing, with the result that quarter after quarter the police have to be called upon to execute fresh judgments against the same group of a dozen or more elusive debtors scattered over many miles of country, often at a very considerable distance from the Station. It would almost seem preferable to treat "wui's" as gambling transactions not allowing of legal remedy; but on the other hand the whole life of the Territory is so deeply permeated by this type of finance that the general course of administration would at times be seriously obstructed by such a rule. An occasional application of the rule would be inequitable for the same reason, the sinner in one case being often sinned against in another and entitled to claim there the exercise of the pressure applied to himself and so on indefinitely.

One of the most remarkable features of the year has been the rapid growth of "chai tong" or "vegetarian halls." Five years ago these religious or quasi-religious establishments had practically no foothold in this district; now they are everywhere in parts within reasonable reach of the railway and main roads. Sha Tin, Tai Po, Fan Ling and Pat Heung each have several and are asking for more. Their promoters or managers are extremely secretive as to the object of these enterprises, but it is sufficiently clear that they are designed chiefly to attract the well-to-do of Hongkong, particularly the womenfolk, and that the believer is not expected to come empty-handed. Pending straightforward explanation of the sudden "boom" in these "halls" permission is being refused for all new establishments as well as for extensions to existing ones.

Crops.—The two rice crops were fairly good, being estimated at 80%. The potato crop was very poor owing to frost at the end of the previous year. The sugarcane crop on the other hand was exceptionally good.
Rice control.—The price of rice fell steadily and by the end of the year had returned to normal. The restrictions on the exportation of rice from the Territory were removed in September.
Crime.—The more serious crimes reported included 1 case of murder and armed robbery, 11 cases of armed robbery on land, one accompanied by kidnapping of children, 3 armed robberies on water and 2 attempts at armed robbery. Of organised crimes such as these a considerable proportion are undoubtedly planned within our own borders, although after the crime the gang usually makes for Chinese territory, and the chief factor in this unpleasant state of things is the large body of brick-makers, stone-workers and similar labourers attracted from Wai Chau and other unsavoury parts by recent road-making and building activities. These men moving about from job to job, acquire a knowledge of likely victims which, as well as their active personal co-operation is always at the service of resident criminals who would otherwise be obliged to confine their efforts to much smaller enterprises. The difficulty of protecting the scattered villages of the Territory has been further in-

creased by the general sophistication arising out of the War and the continual faction-fighting in the neighbouring parts of China. Not only are firearms very plentiful across the border, but large numbers of men have been trained to use them and realise their efficacy with the result that the repressive force of the individual policeman is greatly reduced.

Forestry, etc.—The results of our efforts to promote afforestation were not encouraging, heavy casualties being reported from the nurseries at Tai Lam and Wang Shan Kau. In the latter case the damage was due to the ravages of deer, which, despite careful fencing of cultivation and countless traps, are undoubtedly a serious nuisance in the more hilly parts of the district. Considerable damage was also done to crops near Ping Keng by a herd of wild pig. An attempt was made to shoot some of these but they succeeded in escaping from their lair just ahead of the guns, fresh tracks being found on the crest of the ridge towards Wo Hop Shek. The herd was afterwards sighted near Wai Tau and is now probably in the ravines of Tai Mo Shan.

Southern District.
Mr. E. W. Hamilton reports: Crops were very fair during the year under review.

Trade varied considerably in different localities, but, as the number of small debts cases fell from 175 in 1919 to 115 in this year, it may be regarded as on the upward grade.
Tai O.—I am glad at last to be able to report a good fishing season. Considerably larger catches were reported and were disposed of at a slightly enhanced figure. The crops which are grown for local consumption, were also better than those of 1919. The Police Court cases showed a diminution, as did those in the small Debts Court. In the market, stalls were reasonably well let, and it seems to have found its economic level. As regards the salt-pans, production decreased by some 8,000 piculs.

Cheung Chau.—The fishing season was bad and the salt fish business and all trade suffered in consequence. The distilleries also had a very bad year, and revenue from them decreased by \$3,800. On the other hand, the development of the European Reservation brought a good deal of money into the island. The Quarry was let on more favourable terms, owing to building activities. Three more bungalows were built and the popularity of the place as a summer and week-end resort increases. The health of the island showed a great improvement. 66 deaths only being recorded as against 123 in 1919. I have again to congratulate the Kai Fong on their excellent work in the island's interest. They and it suffered a great loss in the death of Mr. Chu Kink, which took place during the year.

Tsun Wan.—The crops of paddy were almost as good as last year, but the average price fell from \$5.75 to \$5.90 per picul. This however is higher than the average of earlier years. Pine-apples fetched 80 cents more per picul this year, and a good deal of land was opened for the growing of this fruit. When the new plants begin to bear, there should be a large increase in the crop. The production of nut oil fell and its price dropped by no less than \$9.00 a picul. The price of lime rose, and at Ping Chau, a kiln re-opened and several applications have been made for land, to enlarge existing premises. The Castle Peak Road has proved extremely popular with motorists, but I would urge those who use cars to insist upon reasonable speed.

Lamma.—The people pursue their usual quiet and prosperous course.

"NO TOP HATS AND NO ESCORTS."

The Prince's Request to Yorkshire.

In connection with his visit to the Yorkshire Agricultural Show at Leeds on July 21, the Prince of Wales has intimated that he desires as little ceremony as possible. His wish is that there should be "no top hats and no escorts."

The Prince has written to the Lord Mayor of Leeds (Mr. Albert Braithwaite):—"I do not want to see bricks and mortar, but I do want to see the people."

The Prince has also expressed the desire that there shall be no public luncheon in his honour, and arrangements for an extensive civic luncheon have therefore been modified.

The Prince may assist in judging several jumping competitions.

THE TIJEMBANG CASE.

Crown Evidence Closed.

Ten Chinese appeared on remand before Mr. R. E. Lindsall at the Magistracy yesterday on a requisition for their extradition to the Dutch authorities on a charge of conspiring on the high seas to revolt against the Captain of the J.C.J.E. Tjikembang. One of them was a "boy" employed on the ship up to the time of the trouble. The others were passengers of the ship on her last trip to Hongkong. Mr. G. H. Wakeman, Crown Solicitor, represented the Crown. Mr. H. C. Macnamara watched the proceedings in the interests of the owners of the ship while Messrs. M. K. Lo and Leo d'Almada appeared for the defence.

Gerardus Hendricus Koehler, third engineer of the Tjikembang, testified to observing the first fugitive, the "boy" employed on board, showing a small scratch on his abdomen to some of the Chinese passengers, by whom he was subsequently rescued when the Captain arrested him. The fifth fugitive shouted "Come on, boys," to his fellow passengers, apparently to incite them to continue the uproar.

Examined by Mr. Lo, Mr. Koehler said that when the Captain endeavoured to catch the first fugitive, the mob tried to pass the chief and fourth engineers in order to reach the Captain but they kept them back.

George Alexander Allan, first wireless officer of the Tjikembang, said that at 4.30 p.m. he noticed the Captain rush past the wireless station with a revolver in his hand. He followed to the lower aft deck where he found a crowd of excited Chinese passengers and several of the officers. He assisted the officers to pacify the passengers and explained to them that any trouble on board must be settled by the Captain. He saw the first fugitive, who was the officers' boy, emerging from the boys' quarters in the alleyway. Witness intercepted him. The Captain and some of the officers arrived, being followed by a number of passengers who congregated at the bottom of the stairs leading to the upper deck. The Captain wanted to take the first fugitive upstairs but the passengers objected. When the Captain lifted his revolver a number of them shouted together "We don't care for anybody or anything. We want the cook. We'll kill him and everyone who interferes with us." The situation was extremely dangerous at that moment. The Captain released the boy and held a conference on the bridge with the chief engineer and chief officer. Witness then returned to the wireless station. About 7.30 p.m. on Saturday the Captain entered the wireless station, gave witness a loaded revolver and instructed him and another operator to maintain a strict watch the whole night.

Mr. Leo d'Almada, after learning that witness was the operator who dispatched the wireless message to Hongkong about the disorder, asked for the contents of the message.
Mr. Allan said he was not at liberty to divulge the contents of the message according to the conditions of his contract with his employers.
His Worship told witness that he must supply the information to the Court.
Mr. Allan said the contents of the message represented a request to send the police on board when the Tjikembang arrived. There was no mention of revolt in the message.

Hendricus Johannes Van Grol, fifth engineer of the ship, gave corroborative evidence and said the second fugitive demanded of the Captain that the Javanese cook be handed over to him before 8 p.m. on Friday. At 6 p.m. he saw the tenth fugitive standing outside the cook's cabin, shouting and abusing the cook. He could not get the cook, however, because the cabin was locked. When the fifth and eighth fugitives demanded of the chief officer the handing over of the cook, they said "We'll hang him and throw him over."

Assistant Superintendent of Police C. G. Perdue gave evidence as to the identification of the fugitives by the different witnesses.

Sub-inspector Speer gave evidence of the prisoners' arrest.
At the conclusion of the evidence, Mr. Lo said he desired to argue on the facts of the case and legal points with a view to satisfying his Worship that no extraditable offence had been proved by the Crown, and applied for an adjournment for that purpose.

The prisoners were remanded until Wednesday.

JUDGE'S LONG SERVICE.
Judge Granger, of Southwark County Court, has completed 30 years as county court judge.

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Birth.

RODENFUSER.—At Myrtle Bank, 49 The Peak, Sunday 12th June, to Mr. and Mrs. Kaoul Rodenfuser, nee Yvonne Lecable, a daughter (Claire Iris).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 15, 1921.

"GENIUS KNOWS NO FRONTIERS."

Prof. Einstein, unlike those scientists whose fame takes centuries to filter through to the public ken, is becoming a public character, which indicates a quickened interest in, if not understanding of, the abstruse. Lord Haldane, introducing the exponent of the theory of Relativity to a large audience at King's College, London, observed that "genius knows no frontiers." This dictum has a sweeping sound. In the present instance it seems to be warrantable. The overtures for the resumption of social intercourse which the University of Oxford extended to the savants of Germany last year was considered by many to be premature, especially having regard to the manifesto issued by Germany's professors soon after the outbreak of the war. In a somewhat different category comes the action of scholars in America and England who, in view of the very high cost of books in Central Europe, offered to provide the learned world of Germany with certain English-language works, largely philosophic and scientific, which would not otherwise have been available to the majority of German students.

In regard to Einstein, we have the case of a man who offers the world thought of a kind at least largely original, and we think England does rightly to welcome this pioneer of science, as America has already done, and as, it is said, the Far East may before long have an opportunity of doing. There is the less reason for imposing a bar upon the protagonist of Relativity because, though associated with Germany, he is, we understand, neither German by birth nor race, having first seen the light in Switzerland of Hebrew parents. Apparently, he played no part in the war, and, in fact, lost favour in Germany, though the Teutons lately received him back with cordiality.

It is at once curious and natural that this professor from Germany should have been sponsored by Lord Haldane, whose avowal in pre-war years that Germany was his "spiritual home" gave rise to a protracted controversy. It might have been supposed that the quondam occupant of the Woolsack would have been careful to avoid any further appearance of Teutonic sympathies. As a matter of fact, the phrase quoted was grossly misleading, as phrases often are when separated from their context. There may still be some difference of opinion regarding Lord Haldane's policy when he was War Minister, which has also been a subject of much discussion, though the critics have modified their views on this score. In regard to Germany as Lord Haldane's "spiritual home," his lordship was, of course, referring to the era of the Transcendentalists, whose views are as much opposed to those of Junkerism as the Allies were. There were Teutons who, so far from regarding Lord Haldane as pro-German, suspected his tokens of admiration as a mask for Imperial designs!—so differently do people view events. Our purpose, however, is not to whitewash Lord Haldane—if his lordship stands in need of that process—nor are we out to lionise Prof. Einstein; but in the case of a man whose theory has been pronounced by the leading English physicists to be the most important discovery since Newton's, it seems to us that England has acted rightly in giving him audience. If relativity be a fallacy, discussion will facilitate its detection.

NOTES & COMMENTS.

The Census.

Just how inaccurate are the figures in connection with Hongkong's census is difficult to estimate, seeing that so many causes conspired to defeat the aim of the Government, but we think that the majority of people will agree with us in believing that the population of this Colony is far exceeding the total of 626,901. In 1911 it was given as 450,696 (we are including the Kowloon City figures in each case) so that the actual increase is represented as being 166,205—something approximating 35 per cent. That is not a bad growth in ten years. We can readily appreciate the difficulties of the Census Officer in securing accurate returns in a moving and superstitious native population, especially when the staff trained to act as enumerators was depleted by the departure of some of its members for the Ching Ming festival. But we should like to emphasise that a distinct value would be attaching to accurate returns regarding the foreign population—returns that should not have been very hard to obtain. That such accuracy has not been achieved we know very well by those who tell us of uncollected census papers even to this day. How many of our readers know of papers still waiting to be called for? It would be an interesting thing to know. We believe that if the Census Officer were to issue a public notice asking all those whose papers have not been collected to return the same to him quite a few would be able to make response. The whole Colony will be looking forward very interestedly to the analysis of the foreign population and it would be nice to know that there was a semblance of accuracy about the matter.

Ex-Service Men.

The meeting of the Hongkong and China Branch of the British Legion held on Monday evening proved that there are still a good many willing to give to the cause of helping the ex-service man. The generous donations announced came as a pleasant surprise to members, for it gives a sense of security in the desire to help any who may, through unfortunate circumstances, come to need assistance. We were glad to note that the subscription has been reduced from \$10 a year to \$5 for with it standing at the former figure it is certain that a great many of the men who served in the late war and who are now members of one or other of the Colony's uniformed services would have felt that membership was a little too costly. We have previously expressed the hope that the "Legion" will make it one of their chief activities to better the social life of the men of the regular garrison and although nothing was said direct to this matter at the meeting we trust it is a side of the work that has not been overlooked. The Rev. Clouston Porri made a pointed enquiry when he asked if anything had been proposed in order to make the Legion useful to ex-service men whilst living in the Colony, suggesting that accommodation should be hired or borrowed for a meeting place. We don't know whether the idea is to have something in the nature of a Club, but the Committee certainly ought to devise some means of keeping a keen interest alive. At any rate, now that the Legion is launched on its way there should be plenty of scope for its activities.

A Foolish Invention.

Our readers were possibly as surprised as we were to read the sensational report which we reprinted yesterday regarding an alleged attempt on the life of H. M. the King. The report is undoubtedly of Japanese origin for we cannot conceive of a British agency having anything to do with such a canard. The *North China Daily Mail* must have believed the story implicitly. It is difficult to imagine what could have been the inspiring reason for some person (at present unknown) to have invented such a foolish piece of scaremongering news. It was represented that on May 28 His Majesty was addressing a body of students and the inventor of the yarn even went so far as to imagine the number killed and wounded. Surely, a most astounding piece of nonsense with never a word of truth in it anywhere. We are often inclined to blame Reuters for many things

DAY BY DAY.

CALAMITIES THAT SEEM INSUPPORTABLE WHEN LOOKED AT FROM A DISTANCE LOSE HALF THEIR POWER IF MET AND RESISTED WITH FORKITUDE.—J. Fenimore Cooper.

There were no fewer than 678 rent distress warrants issued last year, involving \$50,702 arrears of rent. The number during the previous year was 782.

The next meeting of the General Synod of the Chung Hua Sheng Kung Hui (the English Church in China) will be held at Hongkong in May, 1924.

It is believed locally that General Wood, on the completion of his mission in the Philippines, will visit the Colony on his way home to the United States.

Harry Whitehead, who was arrested last night for being drunk and incapable in Wanchai, failed to put in an appearance this morning at the Magistracy and his bail of \$5 was estreated.

On the 31st December there were 337 companies on the Hongkong Register, of which 22 were in course of liquidation. During last year 50 new companies were put on the Register and 16 struck off.

The report of the Registrar of Supreme Court for last year shows that there were 249 actions instituted in the Original Jurisdiction division and 1,699 actions in the Summary Jurisdiction division.

The Criminal Sessions held during the last year, witnessed the trial of 71 cases involving 102 prisoners. Two of the cases were abandoned, 81 prisoners were convicted and sentenced, whilst 19 were acquitted.

It is stated in the annual report on the working of the Supreme Court that the total sum collected during last year by way of fees and commission amounted to \$59,957.31 as against \$61,305.87 in the previous year.

The name of the new hotel to be built at Kowloon by the Hongkong Hotel Company will be the "Peninsula Hotel." The work of widening the roads is already in hand, and work on the building is itself expected to be undertaken in the near future.

The Health Return for the 24 hours ended yesterday reveals 22 fatal cases of plague (Chinese); 3 fatal cases of smallpox (Chinese); 1 Indian and 1 Chinese case of enteric fever; 1 fatal case of paratyphoid fever (Chinese) and 1 case of cerebro spinal fever (Chinese).

The action by Mr. H. Neville, advance agent of the Donistons Players, in H.B.M. Court at Shanghai to recover salary, expenses, and other items, resulted in a verdict for the plaintiff, with costs. The additional claim, in respect of damages, was, however, disallowed.

Captain Robert Dollar, the head of the Robert Dollar Company, who came out East with the American Commission to investigate trade conditions in the Far East, is expected here about the beginning of next month. He is at present in Shanghai, and according to advices received at the local offices of the Company, will come to Hongkong by the Company's vessel Robert Dollar on the 8th July.

Six Chinese were charged in Mr. Orme's Court this morning with being in possession of illicit opium. A Revenue Officer said that 9.15 p.m. yesterday he raided the ground floor of 8, Cross Street and there found the first defendant lying on the bed with opium pipes, etc. near him and the other defendants seated on the floor. The place was a coolie barracks. The other defendants informed the officer that the first defendant supplied them with opium at ten cents a packet. The first man was fined \$250 and the others \$2 each.

but we are sometimes apt to forget that it is unquestionably reliable, if nothing else. In a news service that is a prime requisite—or should be—and this latest foolish report has reminded us that we are fortunately protected against news of the outside world of a gartled or sensational character.

COMPANY MEETING.

Indo-China Steam Navigation Company.

The fortieth ordinary general meeting of the shareholders of the Indo-China Steam Navigation Company, Limited, was held at the offices of Messrs. Jardine, Matheson and Co. Ltd., to-day at noon. There were present Mr. D.G.M. Bernard, in the chair, the Hon. Sir C. P. Chater, the Hon. Mr. A. O. Lang and Mr. H. P. White, Directors; the Hon. Mr. Ho Fook, Messrs. K. de C. Longmire, Ho Leung, R. Sutherland, E. A. M. Williams, Yuen Hang-kin, U. Rumliah, S. E. da Luz, Ho Shai-Kit, Lo Man-hin, A. M. da Silva, Lo Cheung-shun, H. Birkett, Ho Kwong, W. B. Cornaby, E. Abraham, P. M. N. da Silva, A. Murdoch, S. E. Grimstone, J. Bell-Irving and R. E. Macdougall (Shareholders).

The Chairman said:—Gentlemen.—As the time for which this meeting was called has passed, I will ask Mr. Sutherland to read the notice convening the meeting and the Auditor's Report.

Mr. Sutherland having read the notice.

The Chairman said:—Gentlemen, the report and statement of accounts have been in your hands for some days and with your permission I will as customary, take them as read. As announced at our annual meeting held in October last, every effort has been made to expedite the closing of our 1920 Accounts and it will no doubt be gratifying to you that we are able to hold the meeting this year some four months earlier than has been possible for some years past. The period under review was marked by a general influx of tonnage into Far Eastern waters. As a result, Charter rates, especially in the South, fell rapidly, whilst the entire prohibition of export of rice from Bangkok and the periodical cessation of exports of rice from Haiphong also contributed in keeping rates at a low level. In this connection it may be of interest to mention that whereas the highest rate from Saigon to Hongkong, which trade represents the pulse of the Southern market, was 62 cents per picul in January/February 1919 and the lowest 25 cents in September, the highest rate reached in 1920 was 35 cents in January/February, declining as low as 7 cents in May and subsequently rising to 20-23 cents in July, remaining at that figure until the end of the year. In contrast to a poor chartering market in the South, profitable rates were current in Northern trades throughout the year, and opportunity was taken to divert as much tonnage there as possible. Fortunately, our regular lines both North and South secured satisfactory support and notwithstanding the heavy increased cost of running and maintaining the fleet the financial result as a whole can I think be regarded with satisfaction. Particular mention must be made of the fact that we have had to meet increasingly severe competition from an entirely new source, viz. the vessels of the U.S. Shipping Board. In the past such tonnage was more or less confined to ocean routes and inter-continental trades. It has now, however, entered into direct competition in some of the local domestic trades which have been built up and fostered by British shipping interests over a long period of years. The operations of this gigantic national Steamship organisation are being watched with increasing anxiety by shipping Companies in all parts of the world, and while it is fully recognised that the exigencies of war primarily gave birth to the American mercantile marine, still it was hoped that in the welcome days of peace, means would be found to operate same in such manner as would not pit the financial resources of a nation against those of private shipping Companies, no matter their nationality. Unfortunately, as you are all too well aware there exists at present a shipping depression unparalleled in the commercial history of the world, so that it is impossible to gauge with any degree of accuracy to what extent private shipping interests will, in normal times, suffer through this very one-sided conflict. The existing situation is, however, exercising the attention of shipping authorities all over the world and it is sincerely to be hoped that a way out of the difficulty may be found to the mutual satisfaction of all concerned.

The regrettable loss of the *Fausang* referred to last year

further increased the necessity of acquiring new tonnage, and this matter has received the constant attention of your Directors. Advantage was taken of the opportunity at the end of the year, to acquire two ex-enemy steamers which were offered for sale by private tender, and which were considered, after inspection at Singapore, very suitable ships for our coasting business. The vessels in question, the *Kwongong* and *Teo Pao* (now re-named the *Minsang* and *Leesang* respectively) were, after undergoing usual surveys and overhaul delivered to us at Singapore on 27th January last and have already proved profitable acquisitions to our fleet. In addition to these steamers, your Directors have for some time been anxious to secure a suitable timber carrier to replace the *Mausang* sold in 1919, and we have now purchased the *s.s. Yannis* a new vessel of similar size to the *s.s. Hinsang*. The *s.s. Yannis* arrived here last month and after the necessary alterations have been carried out to adapt her for the handling of heavy timber, she will be placed permanently on the Borneo run. With regard to the new steamers building at Home, details of which were furnished at our last meeting, we are hopeful that these will be in commission by the autumn of this year; unless the present industrial unrest should ordain otherwise.

My predecessor last year made reference to the anticipated important development of the Yangtze trade and of the steps it was then contemplated taking to cope with same and I am now pleased to inform you that definite contracts have been entered into with builders at Shanghai for the construction of a light draught river steamer suitable for the lower Yangtze; Hankow, Ichang run; or the Lakes trade. As regards the Ichang Chungking steamer, referred to at last meeting, after most careful consideration of all the peculiarities and requirements of this branch of our Yangtze organisation, detailed plans of a thoroughly up to date steamer were discussed with Messrs. Yarrow & Co. and an agreement has recently been entered into whereby that firm is to construct the vessel in question at Home, and ship her to Shanghai in sections, where

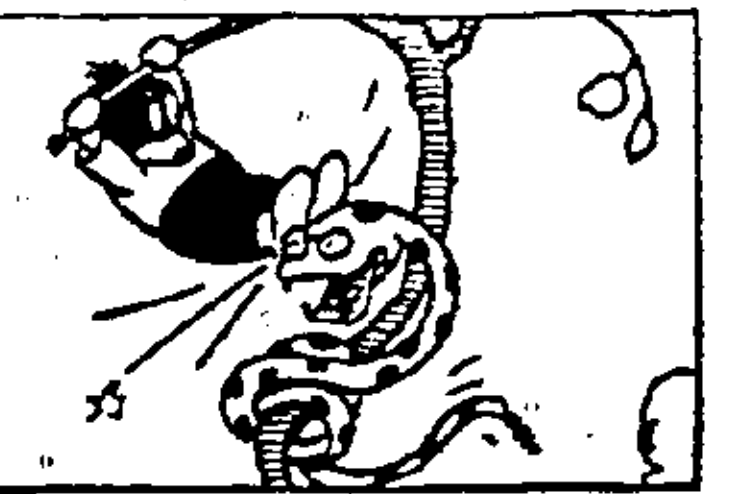
she will be assembled and completed. The acquisition of a steamer for this trade was an undeniably delayed owing to the impossibility of exporting material and machinery for commercial purposes during the war. Such delay however, has allowed us to make complete arrangements for the inauguration of our service including the supply of oil fuel and the seconding of a Master to special duty which allows him to study on the spot, the navigation of the dangerous route on which our new craft will ply. In this connection it is only fitting that I should make mention of the great loss all Steamship Companies interested in the Yangtze trade have suffered in the deplorable death of that wonderful pioneer and navigator Captain Plant. By his death we have not only lost an unfailing friend and adviser, but one whose whole life was wrapped up in work of an arduous and dangerous nature and whose experience of the Upper River was unique. As regards the tonnage market generally the present position is somewhat extraordinary as, while second hand vessels can be purchased at a much lower range of cost than has been current for some years, building prices still remain comparatively high. The Company last year, in order to hold its vital connections together was obliged to contract at high prices for the actual minimum requirements, but it would now seem that the present depression in shipbuilding trades will allow of our acquiring further vessels which are essential to replace those whose lease of life is almost ended, at a figure which, with the assistance of our Building Reserve, will bring the average cost of new tonnage as a whole to a satisfactory and economic basis. It will be remembered that at our last Annual General Meeting full information was given regarding matters in dispute between the two large China Coast Shipping Coys. and their Floating Staff, and I have now merely to inform you that no further action has been taken by either side. While on this subject, I would say that the continued enhanced cost of running the fleet, which was serious enough in times of high rates, can now only be regarded with grave concern when freights have declined in many

(Continued on Page 7.)

Between Ourselves

By Robt. MacWhirter.

A good start is a fight half won. I wish Mr. Ray had realised this when he opened the Kowloon Theatre the other night. Kowloon folks have been waiting for a long time back to have a place of their own to go to of a night and there was something like mild excitement when the word went round that the plasterers had finished and that the chairs had been gotten together. Our wee yin has had her eye on yon building for quite a while now for naturally she thinks that since Charlie is to be nearer hand the more she'll see of him.



A cinema within strolling distance is certainly a boon but by the Hoke Fly we'll need to see something different in the picture line than we did the other night before we'll be tempted to take off our slippers and leave our verandahs of a night.

I hope Mr. Ray hasn't been taking a lot of this picture purty talk over seriously for if he has he'll be very apt to slip in between two stools. Some folks there are that would find fault with the picture of their great-grandmother drawing water at the well if the edge of her petticoat



were seen and there's a few may be on the other hand that can't get enough of the all that's to be seen kind o' stuff, but he can take it from me that in between there's an awful lot of folk that doesn't care a brass farthing either way and that's the average kind o' body that needs to be catered for. I wish the new picture house

every success but I'm a bit afraid that the management went a bit on the high-faluting side—for an opening night anyway—when they screened Mater-what-ye-call-um's "Blue Bird." Now a fairy tale is all right in its place and that's where the kiddies are, but I would remind Mr. Ray that we send our young-



sters to bed about eight o'clock at Kowloon. Mind ye, I've got nothing to say against the picture. The acting was good and the photography fine and possibly quite a few like yon style of film. But, on the other hand, I think I'd be making a bad guess if I said that it appealed to yon opening night audience. The majority stayed and saw it out having a natural disinclination, I suppose, to no' get their money's worth but at same time there were some more courageous—and maybe no' so careful as the rest—that went out for a drink and forgot to come back. The new theatre was cool into the bargain so I've no' kick on that score but taking it all round, and to be perfectly honest, the rest of yon programme just saved the opening performance from being a failure. No more "Blue Birds." Mr. Ray please. Kowloon never did pretend to have intelligence above the average anyway. Some of yon animal and wild west stuff is good enough for us. Save the "high brow" material for the new Peak cinema. What's good enough for Wyndham Street is good enough for us.



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COMPANY MEETING.

(Continued from Page 6.)

directions to pre-war quotations. While we are fortunate in being able to lay before you such a satisfactory report for 1920 working, still it must be realised that the world-wide slump in shipping, as well as industrial trade depression, must, according to our previous experience, soon affect us here and this is borne out by recent poor earnings and falling off of business in certain directions. When it is remembered that India, the Straits and Japan are all in a state of commercial stagnation one cannot be regarded as a pessimist who holds the view that revenue from our principal line which operates between the places mentioned, must be seriously impaired. This is all the more unfortunate as competition is becoming more acute and, notwithstanding the undoubted bad times ahead of us, must be met in order to prevent further encroachment. Situated as we are in close proximity to an important maritime nation like Japan it is only natural that in spite of the unprecedented amount of tonnage already laid up in Japanese waters, we should be beset by spasmodic attempts to cut into our long established China Coast trades, but while rates have had to be reduced to meet the opposition of subsidised intruders, we are being loyally supported by our old constituents and though we may have to be content with reduced revenue during the time of competition, we do not view the future with alarm.

Turning to the Report and Statement of Accounts you will note in the first place that as mentioned at the annual meeting last year all the Debentures have been redeemed and no longer appear in the balance sheet. The fleet is now clear of all encumbrances. Referring to the balance sheet it will be seen that Exchange Fluctuation Account has decreased by \$261,207.12 due to our Floating Dollar Assets and Liabilities being converted at 3 1/2% the rate of exchange ruling on the 31st December 1920, as against 4 1/2% at the end of 1919. An regards Special Repairs and Renewals Reserve, the \$30,000 standing at credit of this fund last year has been absorbed in such extra work on vessels as could not be regarded as ordinary running repairs. As we still anticipate a continuance of such exceptional outlay, especially in regard to a re-boiling scheme at present under consideration, your Directors have deemed it essential to re-establish this fund and it will be noted that subject to your approval \$30,000 has been allocated thereto. A new Account this year appears in the Balance Sheet in the shape of an Equalization of Dividend Fund, to which it is considered desirable to appropriate \$30,000, in view of the great uncertainty of the future of shipping, as with continually increasing overhead charges, it is necessary to provide against lean years of working which may be ahead of us.

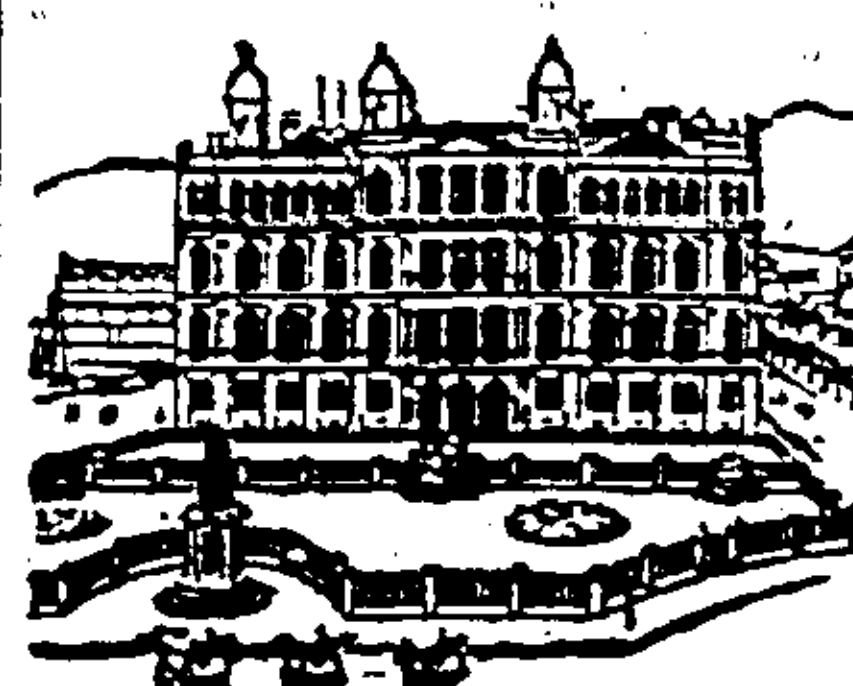
With reference to the statement made at our last meeting by the Chairman in connection with the procedure to be adopted whereby steamers are covered in our Underwriting Account against Particular Average losses, the result has been that this account would, in the ordinary course have been increased by some \$37,347 bringing the total up to \$436,574. The sensational fall in the market value of tonnage has, however, necessitated another re-valuation of the fleet for the current year, 1921, and while previously the Underwriting Account had to cover the difference between the insured value in Outside Insurance Companies and a figure nearly representing the replacing cost, there is no longer any necessity for this provision in the Underwriting Account as the values concerned have got more or less into line. While the Underwriting Account will be relieved of responsibility of differences of values, it will still have to support the usual 5 per cent. of Total Loss Claims, this being Owner's Line, the remaining 95 per cent being covered outside. The same Fund will also bear all claims falling under Particular Average and be credited from steamers working Accounts with an adequate premium in respect of such risk. Your Directors, in the altered circumstances, therefore recommend that the sum of £100,000 be transferred from Underwriting Account and that £50,000 of such amount be passed to the credit of Pension Fund referred to hereafter and

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\$50,000 to Building Reserve Account. This will leave a balance at credit of Underwriting Account of £336,574.17, a sum fully sufficient to meet any calls which are likely to be made upon it. Including the transfer referred to, Building Reserve Account now stands at £391,411.15, and this Fund will be partly used as required to assist in writing down the first cost of tonnage which had to be acquired during the period of high prices.

One of the more important matters which has had to be considered, especially in respect of the future welfare of the Company is the heavy outlay which will be required annually to meet the financial necessities of the Pension Scheme. Investigations go to show that on the present terms, a yearly provision of some £15,200,000 may have to be made, but no definite scheme has yet been adopted. Sufficient data however, has been collated to arrive at the estimate just mentioned, and in explanation of the considerable sum indicated I would say, that while the employees at present on pension are few, due to the pension scheme only quite recently having been adopted, it would seem from actuarial figures that each succeeding year the tax on the Company will be of rapidly increasing proportions.

As regards investments these in the usual course would have shown an increase of over £100,000; owing, however, to lower market values of Securities on the 31st December, it has been necessary to write off £47,898.68 as shown in Revenue Account. The usual Depreciation has been written off the value of the fleet which has been maintained at the Company's usual high standard of efficiency, though at heavy cost. With the exception of the unfortunate loss of the Fausang already referred to, there has been no casualty of a serious nature, and the thanks of the Company are due to the floating staff for good services rendered, also to the Company's Superintendents at Hongkong and Shanghai and to other employees

holding shore appointments in various ports.

As there are no other matters of interest to refer to it now only remains for me, gentlemen, to propose the following resolution—"That the Report and Statement of Accounts as presented, including the transfer of £30,000 to Equalisation of Dividend Account, £50,000 to Special Repairs and Renewals Reserve, the transfer from Underwriting Account of £100,000 divided equally between Building Reserve and Floating Staff Pension Fund, also the payment of a final dividend on the Preferred Shares of 3/- and £2.10 on the Deferred Shares be adopted and that the sum of £3,278,954 be carried forward to next year's accounts. The Dividend on shares on the Hongkong Register be paid at exchange (2/5). As soon as this resolution has been seconded I shall be pleased to answer any questions concerning the Report and Statement of Accounts, to the best of my ability.

The motion was seconded by Mr. Yuen Hang Kan and carried. On the proposition of Mr. H. Birkett, seconded by Mr. Lo Cheung-shui the appointment of Mr. H. P. White to a seat in the Board in place of Mr. G. W. Barton, who resigned on Dec. 6th, was confirmed.

The retiring Directors, the Hon. Sir C. P. Chater, C.M.G., and Mr. H. P. White were re-elected on a motion by Mr. P. M. N. da Silva seconded by the Hon. Mr. Ho Fook. On the proposition of Mr. J. Bell-Irving seconded by Mr. A. Murdoch, Messrs. A. R. Lowe and E. A. M. Williams, of Messrs. Lowe, Bingham and Matthews, were re-elected auditors for the ensuing year at a remuneration of \$5,000.

APPLE TREES ALONG RAILWAY ROUTES.

Colonel Sir Charles Yate is to ask the Minister of Agriculture whether he will suggest to the railway companies the advantage of utilizing spare ground along their lines for the planting of apple trees.

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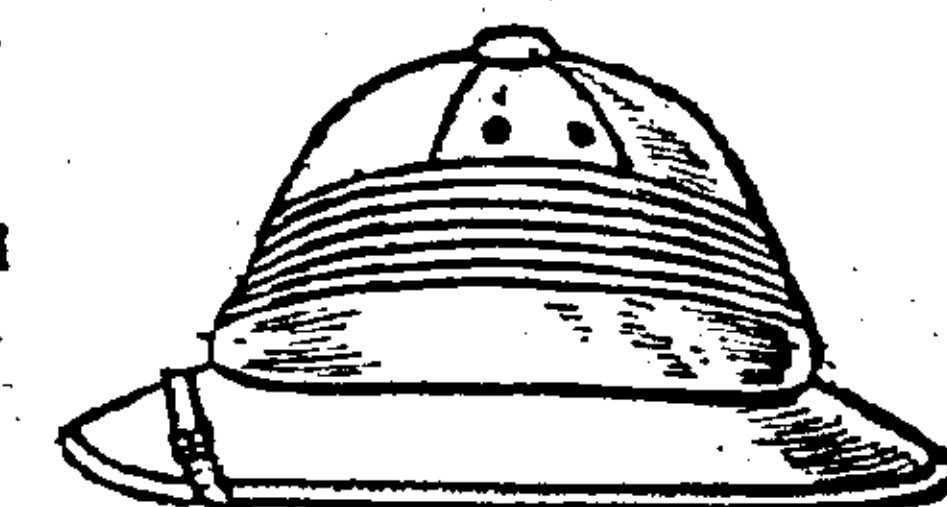
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NO CANTON TRAINS.

A Strike on Chinese Section.

The eight o'clock morning train from Canton that usually comes into Kowloon Station at noon, failed to make its scheduled appearance to-day, a circumstance that led us to make enquiries of the railway authorities as to the cause. We were informed that a strike had broken out amongst the mechanics and firemen of the Chinese section of the railway, leading to a suspension of the daily service from the Canton end. The trains from Kowloon, however, continued to run as usual.

This development came as a surprise in view of the report made in the Canton Times yesterday stating that the dis-

agreement between the Directors of the Railway and the mechanics over the refusal of the former to abide by the compromise arranged by the Cantonese military chief (Chan King-ming) in the recent labour trouble had been settled, and that the workmen had resumed their duties. From this new development we can only infer that the report must have been premature.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate General, Hongkong, at 11:30 a.m. to-day:—
Typhoon in about 118 deg. Long E. and 18 deg. Lat N. direction unknown.



The very low waistline with a full skirt is developed here in black tulle embroidered in coral with the hip width accentuated by a sash of coral georgette.

Modes of the Moment.

In the afternoon frocks shown some of the skirts were nearly, if not quite, as short as those shown and worn a season ago.

Skirts are full and skirts are narrow, they are shirred up on the hips, or draped in one-sided effect. They are straight gathered, sometimes with crinolines at the hips and sometimes with cording at the hem to make them stand out. They have panniers to add width at the hip and again they hang sheathlike at the sides.

Sleeves are short, full and long, wide and scant, puffed or corded, and here and there is a sleeve that hangs to the shoulder by a thread of beads or a ribbon. Collars are sometimes absent.

The French are making much of a silhouette that shows a waistline unbroken from the arms to a point almost to the knees. The low placing of the girdle is everywhere noted.

Some there are who are pushing the circular skirt, while a good many other French dressmakers will have none of it.

THE SPANISH INSPIRATION.

Spanish styles are coming. This spring many of the French dressmakers are copying the Spanish modes. And those who like to find analogies in dress and like to see history repeat itself very precisely in fashions see a connection between the Second Empire tendency and the revived Spanish.

The stress then is laid on nineteenth-century Spanish costumes. It is a popular notion—at the moment—to feel that you would look especially charming in Spanish clothes. Nine young women out of ten, blonde or brunette, stout or thin, tall or short, whatever their type, believe that there is something about their own particular charm that only needs a lace mantilla and a swaying Spanish skirt to produce an effect positively irresistible.

As a matter of fact the Spanish dress is not easy to wear. It requires a sort of characteristic Spanish angularity that is at the same time virile.

THINGS THAT COUNT.

You have heard it till you are weary—until it is meaningless—but it is well worth while just now to remember—that the line is, after all the most essential thing about clothes and the achievement of smartness. For we are sometimes much at sea. There are so many influences, so many periods, so much talk, that it seems as if there really was nothing distinctive or characteristic about the mode of 1921.

We may vary our frocks but we do not vary our forms. Our gowns may be of any period but our figures are twentieth century.

They are the complex result of our mode and ideas of life, the sports we enjoy, the things we eat, everything that makes twentieth-century civilization different from that a hundred years ago.

CORSETS EFFACE THEMSELVES.

So it really is tremendously significant that though we talk of Second Empire tendencies in clothes there is no tendency to push Second Empire lines in corsetry. The corset makers have at last found out they that can hope for nothing from advocating the nipped-in waistline, that their salvation depends on making corsets that achieve the utmost in self-effacement. The corset maker has done her utmost now when she has produced for you a corset that makes you look as if you wore none.

So we wear frocks inspired by the Second Empire, but we do not affect the narrow waist and constricted diaphragm of the Second Empire. We may wear Directoire clothes, but they cannot be more than a reminiscence of the Directoire

period because we do not and surely will not, without a long period of transition, wear tight bands under our arms.

So it is perhaps the corset maker that knows how strongly women are wedded to their present lines who can give us the real answer to the question of silhouette. For the first time in dear knows how long the object of corsets is not to accentuate or diminish any one part of our form. We have no taste for such exaggerations. Though there may be side puffs and side shirtings, panniers and even the insertion of hip crinolines, the intent to make one's hips look larger or one's waist consequently smaller is absent.

Waists may drop down some-where midway between what we used to regard as our waistline and our knees and yet it is not through a desire to give the impression that we are enormously long-waisted. For we adopt all these vagaries of clothes without actually hanging the foundation upon which the clothes are to be worn.

SPORTS OF FASHION.

Undoubtedly some of the extremes in silhouette recently put out by the great dressmakers have simply been by way of diversion.

These are but sports of fashion. They appeal to the woman who is willing to wear something unusual in order to gain the necessary note of variety.

These are not the clothes designed or bought by the woman who must wear her clothes six months from the time she buys them. When you buy for the future as well as for the present you are wise in avoiding such extremes.

And of course the object of the interest of many women in watching the tendency of fashions is so that they may buy wisely, selecting what seems new and conservative so that it will still be smart at the end of the season, possibly at the end of next season.

MILLINERY NOTES.

Very neat and dainty sewing is essential for such things as putting in brim linings in hats and making shapings. Bows and mounts, on the other hand should always be tied in and not sewn. For this long straw or millinery needles should be used, and good strong cotton. Many amateurs fail because they try to secure their trimming with "40" cotton when "20" should be used, the result being that they always look "wobbly."

By tying in is meant putting a needle threaded with double cotton through on one side of the trimming and back on the other, and tying the two ends tightly in a knot.

The reason why a lining in the brim by an amateur so often gives a hat a home-made look is that she does not know that she should have ironed it when finished. This is done by placing the brim flat on the table near the edge with a piece of tissue paper over it. The edge of the brim should be especially caressed so that it is perfectly flat.

The extremely short skirt, though it appears again and again, is certainly not a good selection for the woman who buys with the future in mind. There can be little doubt but that the short skirt will gradually retreat before the skirt of slightly longer proportions. Straight long lines are also a conservative selection and while short sleeves are still numerous, longer sleeves will undoubtedly supersede the shorter ones before another six months have passed.

And it is pretty safe to say that we have not had our fill of the long waistline. It is a line that produces an effect of youthfulness and of late years anything that does this is sure to be retained.

FASHION NOTES.

A pretty bit of colour is added to a dark dinner gown by a boutonniere of bright coloured velvet ribbon. The tiny flowers and leaves are made of velvet ribbon in a rather stiff and prim arrangement but the very gayest colours are selected. One little nosegay of the sort is made of emerald green velvet ribbon with dashes of brown. Another is in geranium shade. And orange and yellow is a specially well liked combination for these vivid little boutonnieres.

If you have a long string of pearl beads, or jet beads—or in fact any sort of beads, wear it just now in loops and loops around the arm—bracelet fashion. The loose loops of beads will tumble down over your hand—but that is exactly the effect fashion commands.

Two strings of beads are worn around the neck, if some special colour combination is desired to match a colour blend in the costume. A string of jet beads and a string of pearl beads give a good effect, or pearl and coral, or jet and blue beads. The bead strings must be the same length—or one string only slightly longer than the other—so that the two strings will lie close together on the front of the bodice.

Some women are restringing their pearl and jet necklaces now into one long necklace of alternating pearl and jet beads—a very smart effect in fashion's estimation at the moment.

Among the fancies in jewelry are the dark amber beads. Light amber has perhaps been more in vogue in recent years than dark amber. But now lovely dark amber, as soft in colour as buckwheat honey, is found in many beads. It is lovely with black, and it is quite as lovely with blue and with white. Even with grey it is good, for there is a depth and softness to its colour that gives character to the more neutral grey.



The draped hip silhouette is worked out here in emerald green satin with a panel across the back caught at the shoulder and hip with rhinestone ornament. The panel is lined with silver cloth.



Typical of much that was most favorably received is this Charlotte frock of Capucine red, the skirt of which is of crepe de chine. The bodice of Georgette crepe is heavily embroidered in gold and rhinestones. It was worn with a black satin hat, embroidered in gold.

NOTIONS.

To remove iodine stains from linen or cotton, wet the spot with alcohol, rub between the hands and then rinse in cold running water.

A woman who manages to ring the changes constantly in her attire, and yet to possess only a modest wardrobe, attributes her success to the possession of a well-made slip of black satin. With this she wears a variety of tunics, both of the evening and day variety, as well as loose rest-gown draperies for small dinner functions. The same slip does duty with a foulard over-dress and a gabardine short-sleeved coat.

The short wrist strap umbrellas are frequently so similar in appearance that women constantly make mistakes in cloak-rooms and clubs.

To avoid these, there is a new idea out of painting initials in black on the strap, as people always have done on their bags and suitcases. The umbrella type of letter is, of course, miniature, but quite legible and clear for even the most short-sighted of umbrella users.

FASHION NOTE.

There will be something amiss with the shirtwaist that ends abruptly under the skirt-belt this summer. All shirtwaists are finished off with sashes now and tailored sport shirts fit neatly under leather belts. Sometimes shirtwaist sashes are of ribbon—and the Roman stripe ribbons are the favorites for this purpose. Embroidered sashes are very pretty and are made of the material of the waist with a large embroidered motif at the front of the waistline and small garlands across the sash-ends. It is not necessary to hem the long sides and ends of sash—picot-edging is the proper finish and will save you a deal of trouble. One smart sash, matching a linen waist is of linen with buttonholed slashes and black velvet ribbon run in and out tying in a bow and long ends at one side.

Travellers have their every want supplied in these ingenious days. Folding coachbags of many kinds are to be had, but up to now nothing has been seen so ingenious as the one which possesses a clothes-brush one end and a soft hat brush the other. The bristles extend halfway along each arm, and take up no extra room at all.

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E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 19
Montevideo	Aug. 25	Sept. 10	Metagama	Sept. 23	Oct. 21
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Matsud Ryoaburo, from Kobe.

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from Shanghai.Hirajinsaku No. 3 Hip Street,
from Miyaz.Madame Poulson, s.s. Andrele-
toy, from Shanghai.Tangmingkeng Tukee, from
Shanghai.Wongseleung 95 Queens Road,
from Kobe.

Yungboho, from Yinkow.

3010, from Shanghai.

Lucbanban or Luikamsam, 41
Caine Road, from Shanghai.

Cheongsing, from Hankow.

Huekungau, 135 Queen's Road
West 3rd Floor, from Peking.Fookyuen Fathing Street, from
Hankow.Kwangfongwoo Wenyaiak (2),
from Shanghai.

Wongkanhoo, from Peking.

622, from Shanghai.

Wangcheong, from Kobe.

Yuenkee Tamsingcho, Des
Voeux Road W., from Shanghai.

Suenchonghai, from Shanghai.

Kwongsangchong, from Tsing-
tau.

7449, from Hankow.

TH. KRING,
Superintendent.

Hongkong, June 9, 1921.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.

Auduc, from Lachaudefends.

Bennie Fon Bo, Kennedy Road,
from Sandakan.Poerama, Hongkong Hotel,
(Retransmitted from Singapore)

from Bruxelles.

Mendezons, from Manila.

Pepe (2), from Manila.

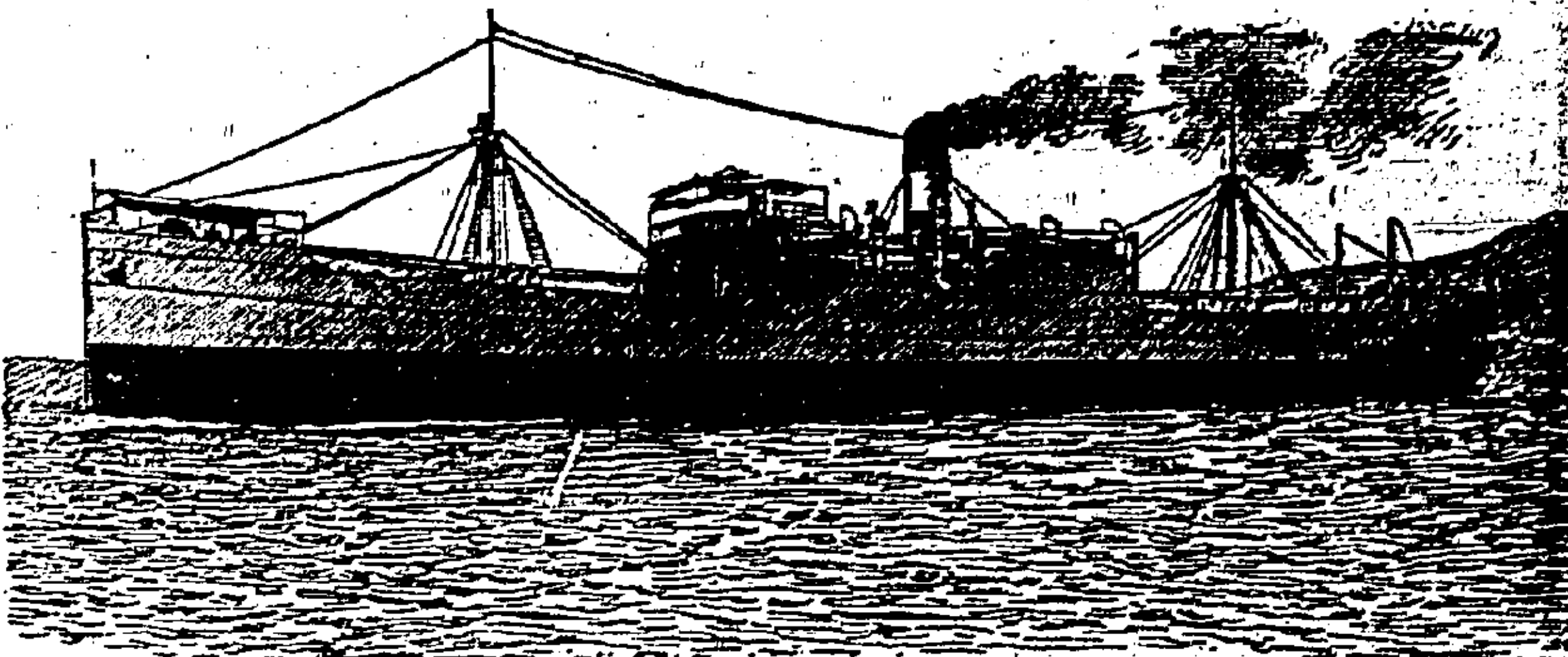
Stern, from Durban.

M. E. F. AIREY,
Superintendent.

Hongkong, June 9, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" [HONGKONG]

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

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R. M. DYER, B.S.C., M.I.N.A.; KOWLOON DOCK [HONGKONG]

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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TRAITS & BURMA, CENTRAL INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,400	18th June	S'pore, Colombo & B'bay.
DELTA	8,000	25th June 7 a.m.	M'les. London & Antwerp.
SYRIA	7,000	23rd July	M'les. London & Antwerp.
DILWARA	5,400	9th July	S'pore, Colombo & B'bay.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
TANDA	6,955	17th June	Calcutta via Singapore.
TAKADA	6,919	23rd June	Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
EASTERN	4,500	26th June	Melbourne via Sandakan.
KANOWNA	7,000	25th July	Thursday Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
TAKADA	—	19th June	Swatow & Amoy.
SYRIA	7,000	23rd June	Shanghai & Japan.
KALYAN	9,000	5th July	Shanghai & Japan.
DILWARA	5,400	27th June	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Mailing not more than 14lb. X 14lb. X 14lb. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

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Agents.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (Omitting Keelung) Friday, 17th June, at 11 a.m.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU Friday, 24th June, at 11 a.m.

KAGA MARU Friday, 8th July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Tuesday, 21st June, at 11 a.m.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU Friday, 24th June.

TAKETOYO MARU Beginning of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Tuesday, 28th June.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU Thursday, 16th June.

YOKOHAMA MARU Thursday, 23rd June, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Shanghai	in port	16th June	M'ear, Java
Tjisalak	Java	15th June	22nd June	Japan
Chidar	Java	in port	27th June	Java
Tjibodas	China Ports	7th July	10th July	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	End of June	San Francisco.	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" Sailing on or about 17th June.

FOR SHANGHAI.

S.S. "CILICIA" Sailing End of July.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.Regular Passenger and Cargo Service to
South African Ports from Calcutta & Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1630.

Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	In Hongkong	17th June, at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG. "City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENNAVY"	22nd June.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENGLYLE"	5th July.	GENOA, LONDON & HELL.
"GLENLUCE"	15th July.	LONDON ROTTERDAM & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3595

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING:

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI & Taingtau	Choysang	Thurs. 16th June at 11 a.m.
STRAITS & Calcutta	Yatsing	Thurs. 16th June at 3 p.m.
RANGOON via Swatow	Mingsang	Tues. 17th June at 10 a.m.
SHANGHAI via Swatow	Waishang	Fri. 17th June at noon.
MANILA	Yuenang	Fri. 17th June at 3 p.m.
SHANGHAI	Yusang	Sat. 18th June at noon.
HAIPHONG via Hoihow	Taksang	Tues. 21st June at 8 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kulat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Thursday, 16th June, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOY & SHANGHAI	Sunning	16th June at noon.
SHANGHAI & TSINGTAO	Yingchow	18th June at 4 p.m.
NEWCHANG	Paoling	18th June at 4 p.m.
H'HOW, P'HOI & H'PHONG	Kailong	19th June at 9 a.m.
SWATOW & BANGKOK	Kailang	19th June at 10 a.m.
SHANGHAI & PUKOW	Shantung	21st June at noon.
W'WEI, CHEFOO & TSIN MULCHOW	Soochow	22nd June at 4 p.m.
SHANGHAI	Soochow	23rd June at noon.
SHANGHAI & TSINGTAO	Suiyang	25th June at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Taingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong June 15, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	FRI. 17th June at noon.
Haiching	A. H. Stewart	TUES. 21st June at noon.
Haichong	W. Cooper	FRI. 24th June at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Cheribon Maru" Sailing on or about 4th July.

FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" Sailing on or about 26th June.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

IDLE SHIPS IN OSAKA.

There is a new tendency for idle ships, with a tonnage of under 1,000 tons, to be put in active service owing to the commencement of activity in near-sea trades as well as to the setting in of the fishing season. From the 1st April to the 17th May, 17 vessels totalling 19,093 tons were tied up in the harbour of Osaka, against which 31 vessels totalling 23,734 tons returned to work during the same period. In Osaka there are now 100 idle ships aggregating 78,365 tons.

SOUTH AMERICAN TONNAGE.

The Nippon Yusen Kaisha and the Osaka Shosen Kaisha have come to a decision to lower the passenger and freight rates in the South American Eastern line by 20 per cent. The revised rates will hold good with the N.Y.K. Awa-maru and the O.S.K. Canada-maru, which were due to leave Yokohama on the 3rd and 4th June respectively. It is reported that the new rates have nothing to do with the Toyo Kisen Kaisha, which operates the Western line but not the Eastern line.

P. AND O. SERVICE TO THE EAST.

The P. and O. Company's Monthly Circular states that in view of the shortage of hotel accommodation at Bombay, the port trustees are providing temporary housing, for inward and outward passengers, in a hotel or in tents near the Billiard Pier at Rs. 12 per diem. The resumption is indicated of passenger facilities by the Punjab and Calcutta express trains, which leave the Victoria terminus, Bombay, about seven hours after the arrival of the English mail. The "P. and O. Express," the special weekly overland train for P. and O. passengers landing or embarking at Marseilles, has commenced running homeward from Marseilles. It started the outward journey from London, on 6th May. A new fortnightly direct passenger line between London, the Straits Settlements, China and Japan has been inaugurated, chiefly by means of the 3,000-ton vessels of the Khyber class, but it is pointed out that the complete establishment of this line is contingent on the release of some of the designated vessels from the mail service in which, pending settlement of labour troubles affecting the re-conditioning of several of the larger mail steamers, they are temporarily employed. It is announced that the services of a representative of the P. and O. Banking Corporation are now available for the banking and monetary business of passengers on board the larger of the company's passenger vessels at the time of embarkation in London or on arrival at Flymouth.

THE CALCUTTA RUN.

With respect to the absorption of cargoes, the Osaka Shosen Kaisha finds itself greatly handicapped in competition with other shipping companies, especially with the Nippon Yusen Kaisha, on the subsidised American, European, and Dairen runs, although it manages to out-distance the N.Y.K. on the Java run. The Kobe Yusen learns that, considering that circumstances do not permit of its continuing the present state of affairs, the O. S. K. has, after detailed consideration, decided to open a line between Kobe and Calcutta, via Moji, Hongkong, Singapore, Penang and Rangoon, which, like now obtains more shipments than other runs, and the freight rates on which are comparatively favourable. The staple exports from Kobe are matches, cotton, yarn, piece goods, and so forth. The Calcutta run, states the Kobe Yusen, is controlled by a conference of the N.Y.K., British India S. N. Co., and Indo-China S. N. Co., but in these depressed days the three companies are inclined to compete for shipments at lower rates than the Conference scale. The invasion of the O.S.K. will no doubt produce not a little effect upon the present monopolists. The N.Y.K. handled 70 per cent. of last year's shipments for Calcutta, and the blow it will suffer through the intrusion of the O.S.K. is, needless to say, incomparably greater than that to the two others. The new scheme of the O.S.K. has not so far matured, but if it is decided to consummate it and there is an inclination to compete with the others, the challenged party will have no alternative left but to induce shippers by virtue of the rebate system or to admit its new competitor into the Conference on special terms.

TO-DAY'S MISCELLANY.

To his many accomplishments, Mr. Winston Churchill may now add that of lion-taming. During his recent stay in Cairo, where he was the guest of Sir Archibald Sinclair, the Colonial Secretary was attracted by two young lion cubs which his host intends to present to the London Zoo.

Mr. Churchill spent a good time in the garden playing with the cubs, which are still very wild, and it is stated that their training advanced under his coaching. By-the-way, Mr. Churchill who took up painting a year or two ago, made some oil sketches of the Pyramids during his stay in Egypt.

Our new records in the rush for "remarriage" point to a curious anomaly, says a correspondent in a Home Journal. Parties "whom God hath joined" are theoretically made one in the course of a church ceremonial, but religion has no part in untying the knot. Is the religious bond therefore still operative, or can the law divide one spiritual entity into two parts?

It is 40 years since W. P. Frith's picture of "Private View Day" at the Royal Academy made a success at Burlington House. There are three survivors of the eminent folks who figured in that picture. They are Mr. Burdett-Coutts, M. P., now lying ill; Miss Ellen Terry, still delighting audiences by her occasional appearances on the stage; and Lady de Bathe, then famous as Mrs. Langtry. All the others—Gladstone, Bright, Huxley, and the rest—have passed away. The artist outlived nearly all his subjects.

The debut this year of Miss Sylvia Hotham recalls a strange fact—that the Hotham barony has never yet descended from father to son. The tradition, too, is likely to be kept up still further, for Lord Hotham's two children are both girls, the heir-presumptive being a kinsman. Naval and military traditions are strong in the family. The first peer was the Admiral Hotham who gained a famous victory over the French fleet, and Beaumont, third Lord Hotham, fought at Waterloo, and in the Peninsula at Salamanca, Vittoria, Nivelle, and Nive.

Some critics of the Royal Academy—whose name is legion—assert that there is no beauty in this year's show. This is sheer libel, says a writer in a London daily; and it would be far nearer the mark to say that there is no ugliness. A careful search fails to reveal a single repulsive picture, while casual glance shows something beautiful in every room. But there is a lack—an almost entire absence of animal life and an almost total eclipse of the beauties of modern dress. With one important exception (No. 454), the exhibition in this respect falls far below the shop windows in Regent-street.

The Prince of Wales has recently dined with one of the most select assemblies of soldiers that can be found in the Old Country—the Gentlemen-at-Arms of the Bodyguard. It will not be a large company, for there are only 49 Gentlemen, together with the officers. They are all retired officers who act as the "nearest guard and principal military corps" of the Royal Household, and among them are three V.C.'s and eight D.S.O.'s. Strangely enough, the captain of the corps is a member of the Administration, who goes out of office with any political change. The lieutenant, the standard-bearer, and the clerk of the cheque are not under this disability.

The heavy rainfall that we have been experiencing in the Colony lends interest to a paragraph in a London daily which states that seekers after curious information may find a few gems in the Statistical Abstract for the United Kingdom just issued as a Blue Book. It may be noted, for instance, that Britain's umbrella exports reached their "high water" mark in 1913, having since shrunk to one-sixth of the 293,182 dozen sent out in that year. This does not mean that the year under notice was six times as wet in other countries as 1913 (the last year recorded), but that British trade slumped to that extent. Laundry "Blue" on the other hand, reached its bumper years towards the end of the war.

CHUCKLES.

The swain and his swainess had just encountered a bulldog that looked as if he might shake a mean lower jaw.

"Why, Percy," she exclaimed as he started a strategic retreat, "You always swore you would face death for me."

"I would," he hung back over his shoulder, "but that darned dog ain't dead."

"Father," said a little boy thoughtfully, as he watched his parent collect his notes and arrange the slides for a parish entertainment, "why is it that when you spend your holiday in the Holy Land you always give a lantern lecture on it? You never do so when you have been to Paris?"

Two soldiers were looking at some antique sculpture in the British Museum. They paused before a headless, broken-armed figure which also had a missing leg. The label announced this remnant of a figure as "Victory."

"Lumme," said one of the soldiers, "I'd like to see the bloke that didn't win!"

Sir William Orpen's portrait of the bearded chief of the Hotel Chatham, Paris (says the *Evening Standard*) evidently bears a certain distant resemblance to another celebrity, upon which a certain eminent but astigmatic politician was overheard to remark at the private view on Saturday.

Approaching Sir William Orpen's masterly portrait the statesman observed to his companion who held the catalogue:—

"Ah! Bernard Shaw at an Artists' Ball, I suppose?—But why the cutlets? I always understood he was a vegetarian!"

Lord Mersey to a witness—

"What are you?"

Witness—"A miner."

Lord Mersey—"Is that your present employment, or do you mean that you are a gentleman of no occupation?"

DON'T BE DISCOURAGED

by Constipation. No matter how stubborn, it can be permanently overcome if treated in the right way. First, cleanse the intestinal canal by taking a small dose of Pinkettes, the tiny, gentle-as-nature laxatives. Then watch your diet. Fresh fruit, vegetables, a sufficiency of water consumed daily, and an occasional dose of Pinkettes when necessary, will do the rest.

Pinkettes are laxative perfection, and a proved remedy for biliousness, sick headaches, liver-itchiness, pimples, coated tongue and ill-smelling breath. Of chemists, or post free at 60 cents the vital from Dr. Williams' Medicine Co., 95 Szechuen Road, Shanghai.

PASSENGERS ARRIVED.

Per s.s. Montague.—Rev. and Mrs. Reuben Bailey, Mr. A. Claxton, Miss B. Droop, Miss E. Diggs, Mr. T. Forster, Mr. F. Gommersley, Mrs. A. W. Gregg, Mr. C. Gregg, Miss N. Hanson, Mrs. R. J. Jones, Mr. F. Jones, Mr. R. A. King, Mr. R. F. Lewis, Mr. S. F. Murphy, Mr. and Mrs. W. Manley, Master P. Manley, Miss A. Marques, Sister Monica, Miss F. O. O'Connell, Mr. and Mrs. W. F. Ch. Van Oordt, Master L. V. Oordt, Mrs. M. Pentecost, Miss S. Pentecost, Master F. R. Pentecost, Mr. and Mrs. W. E. Quayle, Rev. and Mrs. A. T. Robb, Miss J. Robb, Mr. R. R. Roxburgh, Col. V. Ruhl, Mr. A. Sail, Mr. F. J. Stotts, Miss J. M. Tobin, Mrs. J. A. E. Urquhart, Mr. E. J. Weiss, Dr. Margaret Wallace, Muhammad, Karm Chand, Milan Singh, Bachant Singh, Harnam Singh, Jiwan Singh, Bhan Singh, Hako and Hukam Singh.

PASSENGERS DEPARTED.

Per s.s. Aquileia: Mr. Albert K. Isham, Mr. Joe Levy, Consul C. de Albuquerque e Castro, wife, and daughter, Mr. H. H. Egers, Mr. R. Ulman, Mr. C. J. Schmidt, Mr. B. K. Chen, Lieut. and Mrs. R. Boaventura Real, Rev. and Mrs. Nagel and child, Miss Herwig, Rev. and Mrs. E. Wunderli and 2 children, Mr. Lui Beng Ki, Mrs. M. Schulz and children, Mr. and Mrs. Heinemann, Mr. Jarck and daughter, Mr. R. Kummerfeldt, Mr. K. Gronke, Mr. E. A. Schumuckli, Mr. R. Guglielmi, Mr. Nicola, Cico, Mr. A. Maligoi, Mr. Fahim Paltas, Mr. J. Antoine, Mr. J. P. Alexander and Mr. Ali Ahmed.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank sa. 745 ex rights
do Rights b. 140 prem.
Bk. of E. Asia b. 150

Marine Insurance.

Cantons n. 405
North China b. 153
Unions b. 238 a. 240 sa. 235/8
Yangtze n. 244
Far Eastern b. 22

Fire Insurance.

China Fire b. 130
H. K. Fire b. 315

Shipping.

Douglases b. 62
H.K. Steamboats n. 265
Indos (Pref.) b. 35
Indo Def. Lon/Reg. a. 290
Indo Def. H.K. Reg. n. 289
Shells b. 115/ s. 117/ sa. 117/6
Farries b. 31

Refineries.

Sugars b. 203
Malabona b. 55

Mining.

Kallans b. 101
Langkats b. 11
Shanghai Loans n. 11
Shai Explorations b. \$1
Rauba b. 34
Ironchips b. 21/3
Ural Caspians b. 21/3

Docks, Wharves, Godowns, &c.

H.K. Wharves b. 95 sa. 954/54
K. Docks b. 211
Shai Docks s. 148
N. Engineerings n. 142

Lands, Hotels & Buildings.

Centrals b. 142
H.K. Hotels b. 180
H.K. Lands n. 184
H. Phreys Est. b. 10.30
K. Loan Lands b. 34
L. Reclamations n. 123
West Points b. 60

Cotton Mills.

Ewos b. 234
Kung Yik b. 17
Lau Kung Mow b. 17
Orientals b. 150
Shai Cottons b. & sa. 150
Yangtzepeeps b. 150

Miscellaneous.

Cements b. 17.30 sa. 17.40
China Light old b. 11
Do. Light new b. 10.90
China Providents b. 1114
Dairy Farms n. 2614
Electric H.K. b. 2416 s. 25
Electric Macao n. 30
Hongkong Ropes b. 2514
Hk. Tramways s. 13.70
Peak Trams, old b. 94 s. 934
Do. new b. 1
Steam Laundries b. 734
Steel Foundries b. 4014
Water-boat b. 1594
Watsons n. 7.50
Wm. Powells b. 18
Wisemans b. 66

Hongkong, June 15, 1921.

NOTICE.

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RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. recorded	Lowest W. L. recorded	W. L. June 13	W. L. June 14
Wuchow, West River	+79.50	-2.24	43.00	—
Kongmoon, "	+14.70	-0.80	10.50	9.70
Linkonghow, North "	+57.00	0	18.90	17.50
Samsui, "	+27.25	-5.00	19.90	17.90
Shelung, East "	+15.15	-0.98	6.76	—

TIDE TABLE.

11th to 17th June, 1921.

Day	High Water	Low Water	Mean Time
Sat. 11	4.10	4.1	4.1
Sun. 12	3.20	4.5	7.19
Mon. 13	2.15	5.9	9.24
Tues. 14	1.10	7.3	11.3
Wed. 15	0.05	8.7	13.4
Thurs. 16	0.00	10.1	15.5
Fri. 17	0.00	11.5	17.6

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

Time	From Peak	To Peak
7.00 a.m.	10.00 a.m.	Every 15 min.
7.30 a.m.	10.30 a.m.	Every 15 min.
8.00 a.m.	11.00 a.m.	Every 15 min.
8.30 a.m.	11.30 a.m.	Every 15 min.
9.00 a.m.	12.00 noon	Every 15 min.
9.30 a.m.	12.30 noon	Every 15 min.
10.00 a.m.	1.00 p.m.	Every 15 min.
10.30 a.m.	1.30 p.m.	Every 15 min.
11.00 a.m.	2.00 p.m.	Every 15 min.
11.30 a.m.	2.30 p.m.	Every 15 min.
12.00 noon	3.00 p.m.	Every 15 min.
12.30 noon	3.30 p.m.	Every 15 min.
1.00 p.m.	4.00 p.m.	Every 15 min.
1.30 p.m.	4.30 p.m.	Every 15 min.
2.00 p.m.	5.00 p.m.	Every 15 min.
2.30 p.m.	5.30 p.m.	Every 15 min.
3.00 p.m.	6.00 p.m.	Every 15 min.
3.30 p.m.	6.30 p.m.	Every 15 min.
4.00 p.m.	7.00 p.m.	Every 15 min.
4.30 p.m.	7.30 p.m.	Every 15 min.
5.00 p.m.	8.00 p.m.	Every 15 min.
5.30 p.m.	8.30 p.m.	Every 15 min.
6.00 p.m.	9.00 p.m.	Every 15 min.
6.30 p.m.	9.30 p.m.	Every 15 min.
7.00 p.m.	10.00 p.m.	Every 15 min.
7.30 p.m.	10.30 p.m.	Every 15 min.
8.00 p.m.	11.00 p.m.	Every 15 min.
8.30 p.m.	11.30 p.m.	Every 15 min.
9.00 p.m.	12.00 midnight	Every 15 min.
9.30 p.m.	12.30 midnight	Every 15 min.
10.00 p.m.	1.00 a.m.	Every 15 min.
10.30 p.m.	1.30 a.m.	Every 15 min.
11.00 p.m.	2.00 a.m.	Every 15 min.
11.30 p.m.	2.30 a.m.	Every 15 min.
12.00 midnight	3.00 a.m.	Every 15 min.
12.30 midnight	3.30 a.m.	Every 15 min.
1.00 a.m.	4.00 a.m.	Every 15 min.
1.30 a.m.	4.30 a.m.	Every 15 min.
2.00 a.m.	5.00 a.m.	Every 15 min.
2.30 a.m.	5.30 a.m.	Every 15 min.
3.00 a.m.	6.00 a.m.	Every 15 min.
3.30 a.m.	6.30 a.m.	Every 15 min.
4.00 a.m.	7.00 a.m.	Every 15 min.
4.30 a.m.	7.30 a.m.	Every 15 min.
5.00 a.m.	8.00 a.m.	Every 15 min.
5.30 a.m.	8.30 a.m.	Every 15 min.
6.00 a.m.	9.00 a.m.	Every 15 min.
6.30 a.m.	9.30 a.m.	Every 15 min.
7.00 a.m.	10.00 a.m.	Every 15 min.
7.30 a.m.	10.30 a.m.	Every 15 min.
8.00 a.m.	11.00 a.m.	Every 15 min.
8.30 a.m.	11.30 a.m.	Every 15 min.
9.00 a.m.	12.00 noon	Every 15 min.
9.30 a.m.	12.30 noon	Every 15 min.
10.00 a.m.	1.00 p.m.	Every 15 min.
10.30 a.m.	1.30 p.m.	Every 15 min.
11.00 a.m.	2.00 p.m.	Every 15 min.
11.30 a.m.	2.30 p.m.	Every 15 min.
12.00 noon	3.00 p.m.	Every 15 min.
12.30 noon	3.30 p.m.	Every 15 min.
1.00 p.m.	4.00 p.m.	Every 15 min.
1.30 p.m.	4.30 p.m.	Every 15 min.
2.00 p.m.	5.00 p.m.	Every 15 min.
2.30 p.m.	5.30 p.m.	Every 15 min.
3.00 p.m.	6.00 p.m.	Every 15 min.
3.30 p.m.	6.30 p.m.	Every 15 min.
4.00 p.m.	7.00 p.m.	Every 15 min.
4.30 p.m.	7.30 p.m.	Every 15 min.
5.00 p.m.	8.00 p.m.	Every 15 min.
5.30 p.m.	8.30 p.m.	Every 15 min.
6.00 p.m.	9.00 p.m.	Every 15 min.
6.30 p.m.	9.30 p.m.	Every 15 min.
7.00 p.m.	10.00 p.m.	Every 15 min.
7.30 p.m.	10.30 p.m.	Every 15 min.
8.00 p.m.	11.00 p.m.	Every 15 min.
8.30 p.m.	11.30 p.m.	Every 15 min.
9.00 p.m.	12.00 midnight	Every 15 min.
9.30 p.m.	12.30 midnight	Every 15 min.
10.00 p.m.	1.00 a.m.	Every 15 min.
10.30 p.m.	1.30 a.m.	Every 15 min.
11.00 p.m.	2.00 a.m.	Every 15 min.
11.30 p.m.	2.30 a.m.	Every 15 min.
12.00 midnight	3.00 a.m.	Every 15 min.
12.30 midnight	3.30 a.m.	Every 15 min.
1.00 a.m.	4.00 a.m.	Every 15 min.
1.30 a.m.	4.30 a.m.	Every 15 min.
2.00 a.m.	5.00 a.m.	Every 15 min.
2.30 a.m.	5.30 a.m.	Every 15 min.
3.00 a.m.	6.00 a.m.	Every 15 min.
3.30 a.m.	6.30 a.m.	Every 15 min.
4.00 a.m.	7.00 a.m.	Every 15 min.
4.30 a.m.	7.30 a.m.	Every 15 min.
5.00 a.m.	8.00 a.m.	Every 15 min.
5.30 a.m.	8.30 a.m.	Every 15 min.
6.00 a.m.	9.00 a.m.	Every 15 min.
6.30 a.m.	9.30 a.m.	Every 15 min.
7.00 a.m.	10.00 a.m.	Every 15 min.
7.30 a.m.	10.30 a.m.	Every 15 min.
8.00 a.m.	11.00 a.m.	Every 15 min.
8.30 a.m.	11.30 a.m.	Every 15 min.
9.00 a.m.	12.00 noon	Every 15 min.
9.30 a.m.	12.30 noon	Every 15 min.
10.00 a.m.	1.00 p.m.	Every 15 min.
10.30 a.m.	1.30 p.m.	Every 15 min.
11.00 a.m.	2.00 p.m.	Every 15 min.
11.30 a.m.	2.30 p.m.	Every 15 min.
12.00 noon	3.00 p.m.	Every 15 min.
12.30 noon	3.30 p.m.	Every 15 min.
1.00 p.m.	4.00 p.m.	Every 15 min.
1.30 p.m.	4.30 p.m.	Every 15 min.
2.00 p.m.	5.00 p.m.	Every 15 min.
2.30 p.m.	5.30 p.m.	Every 15 min.
3.00 p.m.	6.00 p.m.	Every 15 min.
3.30 p.m.	6.30 p.m.	Every 15 min.
4.00 p.m.	7.00 p.m.	Every 15 min.
4.30 p.m.	7.30 p.m.	Every 15 min.
5.00 p.m.	8.00 p.m.	Every